

DEAD AND TREASURE STILL IN FIRE RUINS

Officials Doubt if Bodies and Billion Dollars in Securities Can Be Reached in Less than Week.

HAMPERS STOCK BUSINESS

Exchange Adopts New Rules to Meet Peculiar Situation—Demolition of Equitable Building to Begin To-day.

The skeleton of the Equitable Life Building, in its shroud of ice, still guards its \$1,000,000,000 treasure and its dead, and threatens to crush under its sightless walls those who would approach too near.

Firemen, policemen and a few privileged civilians crawled in through its crevices yesterday and about over its interior chaos and reported optimistically as to the soundness of the different safe deposit vaults, but there was no one to predict that the money and securities could be recovered in less than a week, or that the vast pile of ruin rising five stories toward the rear of the building could be made to yield up the body of Battalion Chief William J. Walsh except after days of delving.

Twenty-four hours of fire fighting had sealed up in a tomb of ice the body of William Campion, captain of the watchmen for the Mercantile Safe Deposit Company. A great drift obscured the steel barred door just below the Broadway curb, near Cedar street, to which the dead watchman's hands had frozen tight in plain view Tuesday. And yet only a few feet behind this sepulchre the hose still played on the red hot roof of the safe deposit vaults, which sent hissing clouds of steam billowing to the heavens.

Somewhere within the depths of the monster's shell, it is supposed, lies also what remains of Frank J. Nieder, a special officer of the safe deposit company, whom spectators saw follow President Gilbin into the burning building on Tuesday morning. No one living has seen him since, and his name stands third on the list of the missing.

List of the Identified Dead.

The three identified dead are as follows: John, Sazio, a kitchen helper of the Savarin Café, and his fellow worker, Giuseppe Conti, and Massena Fratti, a porter, of No. 225 East 56th street. Sazio and Conti were flung from the Equitable roof to death in Cedar street at the end of a life line severed by the flames. Fratti was found in the furnace within and died on his way to the hospital.

Nicholas J. Revelle, chief inspector for the Bureau of Buildings, discovered yesterday afternoon that the Cedar street wall, whose great blocks of granite are knit together by the grace of Jack Frost alone, it would seem, had sagged four feet out of plumb. He reported to Deputy Fire Chief Langford the menace from those eight stories of thick masonry and Langford issued orders that the tenants of the sixteen story building across Cedar street, occupied by the American National Bank, vacate. He ordered out of this skyscraper even the few firemen who had been playing two heavy streams on the Equitable ruins from the third floor.

The firemen fastened the nozzles to the window sills and directed their streams, which continued to pour tons of water into the cavern below the threatening wall. Police Inspector Cahillane sent policemen through the bank building to warn the one hundred and fifty tenants and their employees to get out at once with as much of their furniture and papers as they needed in temporary quarters. Policemen stationed at the doors barred entrance to all who didn't belong in the building.

The most important work of the firemen during last night was to search for the body of Battalion Chief Walsh and the two other bodies supposed to be in the ruins. The search during the day was discontinued at 6 o'clock, but at 7:30 in the evening, under Battalion Chief Barrett, fifteen men from Hook and Ladder 8 entered the building and began once more their task. From the large acetylene torch that the chief carried it could be seen what a hazardous task confronted the men, the floors being still covered with ice and the debris piled as high as their heads in some places.

Later in the evening Deputy Chief Binns arrived on the scene after a much needed rest and took charge of the fifty men at work on the ruins, relieving Chief Langford. Many would-be spectators went to the vicinity of the fire, but they could not get within blocks of the ruins, Captain Ormsby, of the Fifth street police station, who was in charge, insisting that his seventy-five policemen rigidly guard the fire lines.

Chief Kenyon was pleased with the way in which the firemen were searching for the body of Chief Walsh, and arranged with Chief Binns to have them relieved as soon as possible by fresh men from other parts of the city.

"I want the search for Walsh's body to continue without interruption until found," said Chief Kenyon. "It is the least we can do for him. As soon as you find him see to it that none but firemen touch him. Let me know at once when the body is found."

Demolition Begins To-day.

The Buildings Department served on William A. Day, president of the Equitable Assurance Society, in his new office, at No. 165 Broadway, an "unsafe order," commanding him to start immediately the shoring up of the outside walls. Mr. Day obtained at once the services of a gang of expert workmen from the Thompson-Starrett Company, who will begin their work of scientific demolition this morning, when, it is expected, the Fire Department will be able

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HOW THE INTERIOR OF THE EQUITABLE BUILDING WAS GUTTED BY THE FIRE. Striking photograph taken yesterday from the top of a tall adjoining building, showing the scene of devastation within the granite walls. The fire, which started in the southern side of the building, worked to the northwest, at which corner the interior was swept clean down to the third floor; nothing of the upper floors is left, the walls standing bare. It is the Cedar street wall in this corner that threatens to fall. (Photograph by the American Press Association.)



56 BELOW IN MINNESOTA

Thermometers Burst at That Figure—Record Cold in U. S.

Duluth, Minn., Jan. 10.—Cook, Minn., forty miles north of Virginia, broke the cold weather record to-day with 56 below. All thermometers there burst at that figure.

St. Paul, Minn., Jan. 10.—Twenty-two below and no relief in sight" was the word given out from the Weather Bureau to-day. Canadian cities reported temperatures in the neighborhood of 50 degrees below zero. In Minneapolis the thermometer recorded 23 degrees below zero.

La Crosse, Wis., Jan. 10.—The temperature to-day fell to 20 degrees below zero, being the tenth day in which the temperature has been below the zero mark. None of the trains from Chicago due here to-day arrived, and Monday's mail was distributed this afternoon.

Winnipeg, Man., Jan. 10.—Reports from Alberta, Canada, state the temperature ranges from 18 to 65 degrees below zero to-night.

AT 72 HE WEDS ACTRESS

E. M. Allen, Rich Lumber Man, Marries Connecticut Girl.

[By Telegraph to The Tribune.]

South Norwalk, Conn., Jan. 10.—Elijah Marshall Allen, a wealthy lumber merchant of New York and Paris, who is seventy-two years old, and Miss Mattie Laura Walker, formerly of the "Spring Chicken" at Cherryvale Farm, the rural home of the bride in Cranbury, this evening, three special cars attached to the Pittsfield Express brought fifty guests up from New York, and automobiles whirled them to the farm.

The ceremony took place at 6 o'clock, the bridegroom looking as chipper and happy as the young bride. The knot was tied by the Rev. Louis B. Howell in stentorian tones, made necessary by the deafness of the bridegroom, who was a widower.

The regrets of President Taft, whose family and that of the bride are related, at not being able to be present were displayed to the guests, also a gold set of table accessories, the President's remembrance to the bride, Mr. and Mrs. Allen will go for a trip and will then make their home temporarily at the Hotel Astor, New York.

WAR CRAFT ARE ALL SAFE

The McCall Nearing Bermuda—The Roe at Norfolk.

Hamilton, Bermuda, Jan. 10.—A message has just been received from the United States tender Dixie reporting the missing torpedo boat destroyer McCall and the scout cruiser Birmingham approaching Bermuda. They are expected to arrive here to-morrow morning.

According to the message, which came in cipher, the McCall suffered no material damage in the great storm through which she fought her way for several days.

The destroyer Paulding, while proceeding out of the dockyard to-day, came into collision with some spiles. Her hull was damaged, and a survey has been ordered. The Paulding will be docked, if necessary, but if the damage is not considered serious she will sail for Hampton Roads late to-day. The Salem and the Roe proceeded to the Norfolk navy yard for repairs.

Norfolk, Va., Jan. 10.—The scout cruiser Sal and the auxiliary cruiser Prairie, towing the disabled torpedo boat destroyer Roe, arrived in Hampton Roads late to-day. The Salem and the Roe proceeded to the Norfolk navy yard for repairs.

Washington, Jan. 10.—Their cold bunkers depleted by their long searches for the torpedo craft, the fifth division of the Atlantic fleet will return to Hampton Roads for coal before proceeding to Cuban waters. Word to this effect was received at the Navy Department.

No consoling omits Angustura Bitters in punches and fancy drinks.—Adv.

An unusual and comprehensive article entitled

A SOCIALIST'S ANSWER TO THE OFT REPEATED QUERY, WHAT IS SOCIALISM?

By JOHN R. MAAHON.

will appear in next Sunday's New-York Tribune.

The philosophy and tactics of the international Socialist movement will be accurately presented in this page article.

TRAIN LATE; WANT REBATE

Passengers on Twentieth Century Limited Delayed 12 Hours.

The Twentieth Century Limited, which was scheduled to reach New York City at 9:25 o'clock yesterday morning over the tracks of the New York Central Railroad from Chicago, drew into the Grand Central Station at 9 o'clock last night, almost twelve hours late. The long delay, the railroad officials explained, was occasioned by a freight wreck near Dunkirk, about twenty miles from Buffalo.

The passengers reported that during the wait at Dunkirk they discussed the rebate offer made by the New York Central Railroad, insuring through passengers from Chicago \$1 rebate for each hour or fraction of an hour over a delay of six hours. Those of the passengers who had boarded the train at Chicago declared, when the train pulled into the Grand Central Station, that the New York Central Railroad owed them \$6 each, the delay being five hours and a half beyond the hours of delay specified in the rebate offer.

"ROOSEVELT OR BUST"

William Allen White's View of Republican Prospects.

[By Telegraph to The Tribune.]

Emporia, Kan., Jan. 10.—Under the caption "A New Leader Needed," William Allen White says editorially to-day:

"The defeat of the Republican Congressional candidate in the 7th Kansas District shows just one thing clearly—that the Democrats had the votes. In practically every special Congressional election held since Taft was made President the Democrats have won. Moreover, in every state in the Union at every election since Taft was made President the Democrats have made gains."

"Taft found the party united; his leadership has left it torn and broken. Unless the Republicans change leaders the country will change parties. A lot of minor things enter into this thing, but the great, big important fact developed is this: That this country is going Democratic as sure as November comes unless our party changes leaders."

"There is Taft, talking with the conservatives; there is La Follette railing with the Progressives. Some one must take the reins who can put cayenne pepper where it will do the most good on the balky horse, and put a kindly hand on the wild horse."

It's Roosevelt or bust.

NOBLE WEDS MRS. SUYDAM

Blue Point (L. I.) Elopers Go to Jersey City for Ceremony.

Louise Lawrence White, formerly Mrs. Walter Linspaner Suydam, Jr., of Blue Point, Long Island, who eloped in September with Frederick W. Noble, the son of a Brooklyn plumber, and was divorced by her husband, was married to Noble in Jersey City yesterday.

The former Mrs. Suydam arrived in Jersey City early in the evening, accompanied by Noble and two other men, who acted as witnesses. They went to the home of Edward A. Ransom, Justice of the Peace, at No. 42 Astor Place, where the ceremony was performed.

After she was made Mrs. Noble the bride said she thought she was going to be happy under the new order of things. She announced that she and Noble would continue to make their home on West 12th street, in this city, where she has been living since she left her Long Island home.

COAST LINE'S "FLORIDA SPECIAL" Coast Route of Florida's Finest Train, 1:25 P. M. 3 other L.I. Trains Daily, 10:15 A. M.; 3:25, 9:50 P. M. 1215 B'way.—Adv.

MAD NEGRO KILLS TWO; HOLDS POSSE AT BAY

Barricaded in House, He Shoots Down Sheriff After Murdering Father.

ONE-POUNDER TAMES HIM

Three Deputies Wounded Before Crazy Black Yields to Threat of Naval Militia and Guardsmen.

Rochester, Jan. 10.—William Twyman, a negro, who is considered insane, after murdering his father, Turner Twyman, at their home in Scottsville, a little village twelve miles south of Rochester, this morning shot dead a deputy sheriff, seriously wounded three other deputies and slightly grazed an arm of Sheriff Harley Hamill, the leaders in a posse of more than a hundred persons who endeavored to effect an entrance into the Twyman house, in which the mad black had barricaded himself.

Twyman held the constantly growing force of hostiles at bay for six hours, from 10 a. m. until 4 p. m., when a one-pounder, hurled to the scene from the local armory with a squad of naval militia and national guardsmen, induced him to surrender.

Twyman has been feared by the Scottsville folk for some time, it is said, because he has shown himself irresponsible at times, especially when indulging in liquor. He is not strong physically, but is an excellent shot, having developed his skill as a hunter.

He went "downtown" on Tuesday evening, and his father told a neighbor that he had gone "hell raising," and he wanted the authorities to arrest him. This morning young Twyman went across the street to the house of a neighbor, James L. Cox, sixty years old, and told him "they could come now and take the old man away." Cox decided he had killed his father.

Then Cox leaped inside of his door and closed it. Twyman sent a shot through it and started off on a run to his house. Cox telephoned to Deputy Sheriff Edward A. Jenkins, of Scottsville, and the latter sent to the office of Sheriff Hamill, in this city, for help. At 10 a. m. the Sheriff and several deputies arrived at the Twyman house, and with a band of townsmen, surrounded the place. After firing into the house for an hour and drawing replies from the negro, who was armed with a rifle, a revolver and a shotgun, they telephoned to Rochester for a squad of national guardsmen. Commissioner of Public Safety Charles Owen, Chief of Police Joseph Quigley, Director of Detectives William Whaley and several detectives answered the call as well as guardsmen and naval militiamen.

Before the arrival of reinforcements, however, the deputy sheriffs made a sally on the house. Deputy Sheriff Simon Birmingham and Deputy Sheriff Herbert E. Abbott tried to burst in a rear door with a telephone pole as a battering ram, but Twyman drove them away. As Birmingham was approaching the house again he was shot in the forehead and fell dead in the snow. The crazed black shot Abbott in the back the next minute with birdshot.

Then, in quick succession, he pinked an arm of Deputy Sheriff Walter Vogt, of Penfield, and Deputy Sheriff Jenkins, of Scottsville, was shot in the head. Sheriff Hamill received a revolver shot through his overcoat, just grazing an arm. Every time a human target appeared within range the negro fired from a window, and held them all at a safe distance until the militiamen and detectives arrived.

Upon the appearance of the militiamen they lined up in front of the house, and Sheriff Hamill sent in his message to Twyman. Cowed by the formidable looking besiegers, the negro hastily surrendered.

WANT TO WED—MUST WAIT

Arrive at Court in Auto—Had Forgotten About License.

A touring car drove up to the men's night court last night and a man and young woman got out. They said they wanted to get married. Magistrate Freschi was willing to tie the knot. They told the court clerk they were John Francis Schidy, a shoe manufacturer, of Albany, and Miss Martha Conley, of No. 128 West 152d street.

At this stage of the proceedings Magistrate Freschi sent out word to ask if they had a license. A blank look settled over the faces of the prospective bride and bridegroom, and then Schidy answered:

"No, we forgot all about that."

They said their romance began last summer at Manhattan Beach, and Miss Conley volunteered the information that she was bathing at the time she met Schidy. They said they made up their minds to get married some time ago, but kept putting it off until last night, when a friend twisted them about it, and they decided to get married right away. But as they had no license they drove away, saying they would wait until this morning.

YOUNG COASTERS KILLED

Two Dead, One Dying, Two Hurt in Accidents.

[By Telegraph to The Tribune.]

West Orange, N. J., Jan. 10.—Lorin Green, thirteen years old, only son of Mr. and Mrs. David E. Green, Jr., lost his life coasting this afternoon in Llewellyn Park. He was showing his cousin, Miss Rita Lewis, of New York, the delights of life in rural Jersey. She was with him on the sled, but escaped with only slight bruises. The sled skidded and plunged into a tree. The boy's head was crushed, and he died instantly.

Summit, N. J., Jan. 10.—Cleveland Parse and Thomas Fleming each received a broken leg in a coasting accident in Morris avenue late last night. They were taken to Overlook Hospital.

Chauncey Gould Stone, son of Mr. and Mrs. Howard Stone, of Montreal, Canada, is dead in the Tarrytown Hospital from a fractured skull, the result of a collision while coasting yesterday. Young Stone was a student in Hackley School. He was related to the C. J. Gould family of Tarrytown and the Brown family in New York.

Frederick Kelley, eleven years old, living at No. 556 West 185th street, was found yesterday afternoon lying unconscious near St. Nicholas Hill, at Fort George. He was removed to the Washington Heights Hospital, where it was said last night he might die from a fractured skull. The boy told the surgeons he had been coasting on the hill.

RECTOR AND WOMAN FIGHT

Lively Climax to Trouble in Yonkers Mission.

Trouble which has beset St. Mary's Episcopal Mission, Sherwood Park, Yonkers, reached a climax last night with a hand-to-hand battle between the rector, the Rev. G. H. H. Butler, and one of his former parishioners. He tried to eject Mrs. George H. Wetmore, of No. 53 Villa avenue, with whom he had had a difference, when she forced her way into a parish meeting.

According to witnesses the woman grappled with him and was badly mugged up in the melee. Mrs. Wetmore now threatens to have the clergyman arrested for assault. She recently charged the clergyman with attempting to attack her. He was acquitted by a committee appointed by Bishop David H. Greer.

New Orleans—Texas—Mexico—California. N. Y. New York daily 4:35 p. m. via Southern Railway. A. & W. P. W. of Ala. L. & N. Exclusively high class Pullman train, connecting Sunset Limited New Orleans to California. N. Y. Office, 264 Fifth Ave., cor. 25th. Telephone 2214 Madison Square.—Adv.

CARNEGIE SAYS HE BEAT ROCKEFELLER; WAR ON STEEL TRUST

"Iron Master" Chuckles Over Getting Better of His "Fellow Millionaire" in Lake Superior Ore Deal.

Southern Independents Threaten War if Alleged Discrimination in Railroad Rates Continues.

TELLS OF SELLING OUT

Says He Was "a Fool" to Let His Steel Properties Go for \$420,000,000—Says Morgan Syndicate Got Big Bargain.

CONSUMERS JOIN THEM

Northern Buyers, Now Kept Out of Market by Excessive Freight Charges, Help Movement to Bring Case Before Interstate Commission.

[From The Tribune Bureau.]

Washington, Jan. 10.—"It does my heart good to think that I got ahead of John D. Rockefeller, my fellow millionaire, in that Lake Superior ore deal."

Andrew Carnegie, former ruler of the steel industry of the United States, gloated thus in testifying to-day before the House committee of inquiry into the United States Steel Corporation. Mr. Carnegie had just told the committee about his deal with Mr. Rockefeller whereby he obtained control of Mr. Rockefeller's iron ore holdings in the Lake Superior region at a rate of 15 cents a ton—holdings which, when turned over to the Steel Corporation later, formed a large part of the assets valued at \$700,000,000.

Mr. Carnegie laughed like a schoolboy as he referred to the business triumph he had achieved over his "fellow millionaire." As he spoke of Mr. Rockefeller he took the committee into his confidence, and told of a New Year's call he and Mrs. Carnegie had made on Mr. and Mrs. Rockefeller.

"We had a nice chat," Mrs. Rockefeller is a dear, educated woman, and Mr. Rockefeller is so tall and bland—but I didn't say a word about those old ore leases." And Mr. Carnegie chuckled, while his auditors enjoyed the laugh with him.

Like a Romance of High Finance.

Talking of millions until every listener felt almost plutocratic, and unfolding a life story that reads like a romance of high finance, Mr. Carnegie was a picturesque witness.

The ironmaster made a wry face when told that he must appear again to-morrow. He was fatigued, he said, but he expressed a candid desire to "get through." The committee insisted on asking questions about small details, anyway, and time and again Mr. Carnegie declared that he knew nothing of such trivial matters as trial balances, cost sheets, ledgers and plant valuations.

"I had thirty-five young partners; if they couldn't keep the books what could an old man like myself do? I never turned a page of one of my company's books in my life," he finally declared.

For almost an hour the committee had attempted to pin Mr. Carnegie down to a statement of the "real value" of the Carnegie companies when the Morgan syndicate paid \$120,000,000 for them, in 1901.

Earlier in the day Mr. Carnegie had remarked, apropos of the present profits of the Steel Corporation, "Wasn't I a fool to sell for \$120,000,000?"

"I thought the business was worth more all along," he volunteered, half regretfully. "Who was right? Look at the reports of the Steel Corporation to-day and determine for yourselves."

A crowded committee room greeted the ironmaster. Many women were in the audience, and some of them stood for hours as the Laird of Skibo, half crouched in the witness chair, stroking his gray beard and banging the table alternately, told the story of how \$1,500, borrowed in 1893, had grown to \$120,000,000 in thirty-odd years. Mr. Carnegie indulged in pleasant, was quick at repartee, used many epigrams and otherwise gave an exhibition of a remarkably active and alert mind.

The wry Scotchman, small in stature, calm and impetuous in turn, anxious to finish his story and get away, would flinch in his chair a while and then settle back for a few minutes until some member of the committee expressed his inability to understand the ramifications of high finance. Then Mr. Carnegie would lean forward with a "but, my good friend," or "but, judge." Several times the ironmaster forgot and called Chairman Stanley "Mr. President."

Never Looked Over His Books.

The committee gasped in surprise when Mr. Carnegie declared that he had never looked over his books. He knew nothing of the actual value of this plant or that. These were details for "my partners."

"What! You put forward a \$120,000,000 sale and had no trial balances, no inventories, nothing to show what you were really worth?" asked Chairman Stanley incredulously.

"I never saw an inventory in my life, Mr. Chairman. I couldn't look after those things. What were my partners for?"

Just as an illustration of Mr. Carnegie's aptitude in hitting only the high places, he said at the morning session that he received \$420,000,000 from the Morgan syndicate. In the afternoon he remembered it was \$420,000,000—a mere difference of \$10,000,000.

Telling of the time he got the better of Rockefeller, through "my dear friend, Harry Oliver," Mr. Carnegie testified he had become interested in owning his own ore mines. Rockefeller had an ore field of a few thousand acres out in the Lake Superior region. Mr. Carnegie said he sent James Gayley, then one of "is bright young men, to New York with instructions not to return to Pittsburgh until he brought a lease of the Rockefeller ores. Mr. Gayley came back after leasing the Rockefeller holdings for 15 to 20 cents a ton.

Sale to Steel Corporation.

Mr. Carnegie was particularly emphatic in his testimony relating to the

Continued on fourth page.

The harmony which was long evidenced in the steel industry by the general attendance of steel masters at the Gary dinners, but was disturbed a year or so ago, when the representatives of the Republic Iron and Steel Company absented themselves from the dinners, and at about the same time beginning the price cutting which they believed the depressed state of the business required, is now in danger of much more serious disturbance.

A virtual coalition of Southern steel manufacturing concerns has been formed to take determined measures to end a situation which these companies feel is chargeable to the United States Steel Corporation. These conditions must be rectified if they are to continue to carry on their business, these companies assert.

There are in Alabama and Tennessee about fifteen independent iron and steel manufacturing companies, all of which are said to be acting together in the present movement, which has for its chief object the obtaining of a reduction in railroad rates for their products to Ohio River points.

Among these companies are the Woodward Iron Company, the Southern Iron and Steel Company, the Alabama Consolidated Coal and Iron Company, the Republic Iron and Steel Company, the Sloss-Sheffield Steel and Iron Company, the Birmingham Iron Company and the Dayton Malleable Iron Company, all of which are in the Birmingham district.

Conferences With Railroads Fail.

Negotiations with the traffic managers of railroads operating in the Birmingham district, particularly the Southern Railway and the Louisville & Nashville, which handle most of the iron and steel traffic, having failed of the desired result, the iron and steel independents have now decided to take their case to the Interstate Commerce Commission, preferring against the railroads charges of discrimination in favor of the United States Steel Corporation.

A conference was held a few weeks ago in Birmingham, at which all of the Alabama and Tennessee manufacturers were represented, except the Tennessee Coal, Iron & Railroad Company, which had not accepted an invitation to be present, and is the only company in the two states which is controlled by the United States Steel Corporation. At that conference the topic of discussion was the necessity for lower freight rates and the means by which they could be obtained. Taking part in the conference also were representatives of the Foundry Association of Illinois, an organization of consumers who formerly were heavy purchasers of Birmingham iron, but are now kept out of that market because of the high freight rate on iron.

The railroads in 1906, when the iron and steel industry was beginning to be highly prosperous and when the price of iron had risen to \$15 a ton Birmingham, advanced their rates to Ohio River points 50 cents a ton, and in the following year, when the quotation for iron had mounted to \$20 a ton, another 50-cent increase in the freight rates was ordered. Iron is now selling at \$10 a ton Birmingham, and in large lots as low as \$9.50, and the independents are urging a reduction of \$1 a ton in the freight rate to Ohio River points, bringing the rate to the level prior to 1906.

Railroads Refuse Petition.

A week ago a conference was held between the steel and iron independents and the traffic men of the Southern Railway, Louisville & Nashville, Frisco and Illinois Central, the manufacturers presenting arguments for the necessity of rate reduction. Information has just been received by them that the railroads have refused their petition, and accordingly the iron and steel men will now proceed to present their case before the Interstate Commerce Commission. In preparing it they have the assistance of experts who have been instructed to draw up schedules of the rates charged in various parts of the United States for the carriage of iron and steel products.

The principal question at issue, as already noted, is the rate to Ohio River points, but discrimination to points in New York and New England also will probably be alleged. The contention of the Southern independents is that the high rate to Ohio River points practically shuts them out from the Western markets and limits them to the Southern field, the demand from which has never been large enough to absorb all of their possible production.

A representative of one of the independent companies, in discussing yesterday the refusal of the Tennessee Coal, Iron & Railroad Company to take part in the effort to obtain lower freight rates, said the inference was plain that that company was being operated for the benefit of the United States Steel Corporation as an organization operating in many states, a policy which was not surprising, since practically the entire capital stock of the Tennessee Coal and Iron was owned by the Steel Corporation, which acquired it in the panic days of 1907. The Steel Corporation was in a position to affirm that the Tennessee Coal and Iron Company enjoyed no lower rates from the railroads than did the independent companies of Alabama and Tennessee, but while that could not be denied the fact remained that the